

Darnell & ASSOCIATES, INC.

TRANSPORTATION PLANNING & TRAFFIC ENGINEERING

MEMORANDUM

DATE: February 2, 2012

TO: Kristen Blackson, Environmental Coordinator, Dept. of Planning and Land Use

FROM: Bill Darnell, Darnell & Associates, Inc.

D&A No: 090801

Subject: Dia Dang Traffic Study Revised Page 33 and 34.

It has been brought to my attention there are a couple of typographical errors on Page 33 (last paragraph) and Page 34 (first paragraph). Attached are the revised pages with my corrections in green. The corrections do not change any of my conclusions and/or recommendations.

As previously mentioned, nearby park-and-ride lots can be utilized as a staging facility for the buses. Thus no buses will be parked on the project site itself. A couple potential park-and-ride lots that could be utilized for the staging of the buses include:

1. Park-and-Ride Lot #19-Pala Road : Located at the northwest corner of Interstate 15 and SR-76 (Pala Road), and
2. Park-and-Ride Lot # 46-Sweetgrass Lane: Located at 4980 Sweetgrass Lane at the Riverview Church.

The Pala Road park-and-ride lot has 163 available parking spaces while the Sweetgrass Lane park-and-ride lot has 50 available parking spaces. More details on the park-and-ride lots are provided in Appendix A.

PARKING REQUIREMENTS

As illustrated in the site plan shown in Figure 3 provided in Section I, the project proposes to construct a parking lot at the northern end of the project site that will accommodate 81 parking spaces. In addition, it plans to provide an overflow parking area located at the southeast corner of the property along Camino Del Rey which will be able to accommodate up to 41 parking spaces. Thus, a total of 122 parking spaces will be available on the project site.

As previously discussed, a review of the average vehicle occupancy data and number of guests that was recorded for the Dai Dang Meditation Center for every Sunday between July 20, 2008 and March 8, 2009 found that over the 54 Sundays worth of data that the vehicle occupancy ranged from a low 1.7 people per car to a high of 2.6 people per car with an average of 2.1 people per car. The number of daily guests ranged from a low of 49 to a high of 303, with an average of 93 guests per day.

If it was assumed that the maximum number of guests that would enter the site utilizing their personal vehicle would be 300, and if the vehicle occupancy rate of 2.5 people per car were utilized the parking demand would be 120 parking spaces (300 people/2.5 people per car = 120 cars = 120 parking spaces). This is 2 parking spaces less than the 122 available on site.

In summary the provision of 122 parking spaces will accommodate the typical 300 person weekend (Saturday and Sunday) events.

To further insure that parking demand will not be exceeded, Dai Dang ~~will implement~~ has implemented a reservation system on its website to issue parking permits.

PROJECT ACCESS SIGHT DISTANCE

Per the County of San Diego's Public Road Standards, a minimum corner sight distance of 10 feet per every mile per hour of travel speed is required. Per the Public Road Standards, the speed used to determine the sight distance is the greater of the current prevailing speed or the minimum design speed of the road per its Circulation Element classification. ~~Camino Del Rey is classified as a Rural Collector with bike lanes, which has a design speed of 40 miles per hour (mph). As discussed in D&A's August 17, 2006 Traffic Study for Dai Dang Meditation Center (P04-016), based on speed surveys conducted on September 8, 2005, the current prevailing speed (85th percentile speed) on Camino Del Rey is 38 mph for eastbound traffic and 33 mph for westbound traffic. Thus, the design speed of 40 mph will be utilized to determine the minimum corner sight distance requirements. Based on a design speed of 40mph, the minimum corner sight distance requirement is 400 feet (i.e. 40 mph X 10 feet/mph = 400 feet).~~

Camino Del Rey along the project's frontage is classified as a 2.2C Light Collector with bike lanes, which has a design speed of 40 miles per hour (mph). Based on speed surveys conducted on June 16, 2011, the current prevailing speed (85th percentile speed) on Camino Del Rey approaching the project's driveway is 34 mph for ~~eastbound~~ ~~westbound~~ traffic and 55.5 mph for ~~westbound~~ ~~eastbound~~ traffic. Thus, based on the County's Public Road Standards, the corner sight distance for eastbound traffic (looking west of the driveway) should be

based on the ~~design~~ prevailing speed of the road (40-55.5 mph) while the corner sight distance for westbound traffic (looking east of the driveway) should be based on the ~~prevailing~~-design speed of the road (55.5-40 mph). However, due to the presence of a nearby curve the utilization of the design speed of the road for eastbound traffic (looking west of the driveway) would push the line of sight beyond the existing right-of-way. To eliminate this issue the County approved a design exception which allowed the Corner sight distance for ~~eastbound~~ westbound traffic (looking ~~west~~-east of the driveway) to be based on the prevailing speed of 34 mph.

D&A's August 17, 2006 *Traffic Study for Dai Dang Meditation Center (P04-016)* evaluated the adequacy of sight distance at the existing project driveway off Camino Del Rey and found that there was inadequate corner sight distance. As discussed in D&A's August 17, 2006 Traffic Study, as part of the proposed project; however, the existing driveway will be relocated approximately 134 feet to the west of its existing location, the site plan illustrated in Figure 3 provided in Section I shows the location of the relocated driveway. The relocation of the driveway will increase the available sight distance. The following discussion relates to ~~meet~~ the minimum corner-sight distance requirements- at the proposed new project driveway.

~~Upon grading of the site, the applicant's engineer will need to certify that a minimum of 400 feet of corner sight distance is provided west and east of the new driveway location.~~

Field investigations conducted by Spear & Associates, Inc. confirmed that there would be in excess of 555' feet of sight distance looking to the west of the proposed driveway (looking at eastbound traffic) from a distance of 10 feet (10') back from the edge of the travel way. The line of sight; however, would pass over the neighboring parcel's southeast corner (a private property) which would dictate that a clear space easement be granted on this private property. A request to obtain the clear space easement across the neighbor's parcel was submitted, but to date no response has been received. Since the clear space easement could not be guaranteed, the County approved a Design Exception Request which allowed the line of sight to be measured a distance of eight feet (8') back from the edge of the travel way (or six feet [6'] back from the edge of the pavement) rather than the standard ten feet (10'). Further, the County allowed the utilization of the American Association of State Highway and Transportation Officials (AASHTO) stopping sight distance criteria to determine the required sight distance, which reduced the required sight distance from 555 feet (555') to 412 feet (412'). (A copy of the approved Design Exception Request to a Road Standard and/or Modification to Project Conditions for the proposed project (MUP 04-016) is provided in Appendix B.) Spear & Associates, Inc. was able to certify that, physically there will be a minimum of 412 feet (412') of unobstructed braking sight distance looking westerly (looking at eastbound traffic) from the future driveway along Camino Del Rey with the point of observation being 6.0 feet (6.0') from the edge of pavement (or 8.0' from the edge of travel way). The line of sight will fall within the streets right-of way and a clear space easement would not be required.

Spear & Associates, Inc. was also able to certify that physically there will be a minimum of 340 feet of unobstructed sight distance looking easterly (looking at westbound traffic) from the future driveway along Camino Del Rey for the prevailing speed of traffic (34 mph), per the design standards of Section 6.1 Table 5 of the County Public Road Standards (Approved March 3, 2010). The line of sight will fall within the streets right-of way as said right-of-way will exist upon dedication per the project conditions.